



Memo

To: City Council
From: Chris Thompson, P.E., Public Works Director/City Engineer
Date: June 15, 2021
Re: Transportation Master Plan Revision

Staff Report

RECOMMENDED ACTION

Approve the revision to the Transportation Master Plan.

BACKGROUND

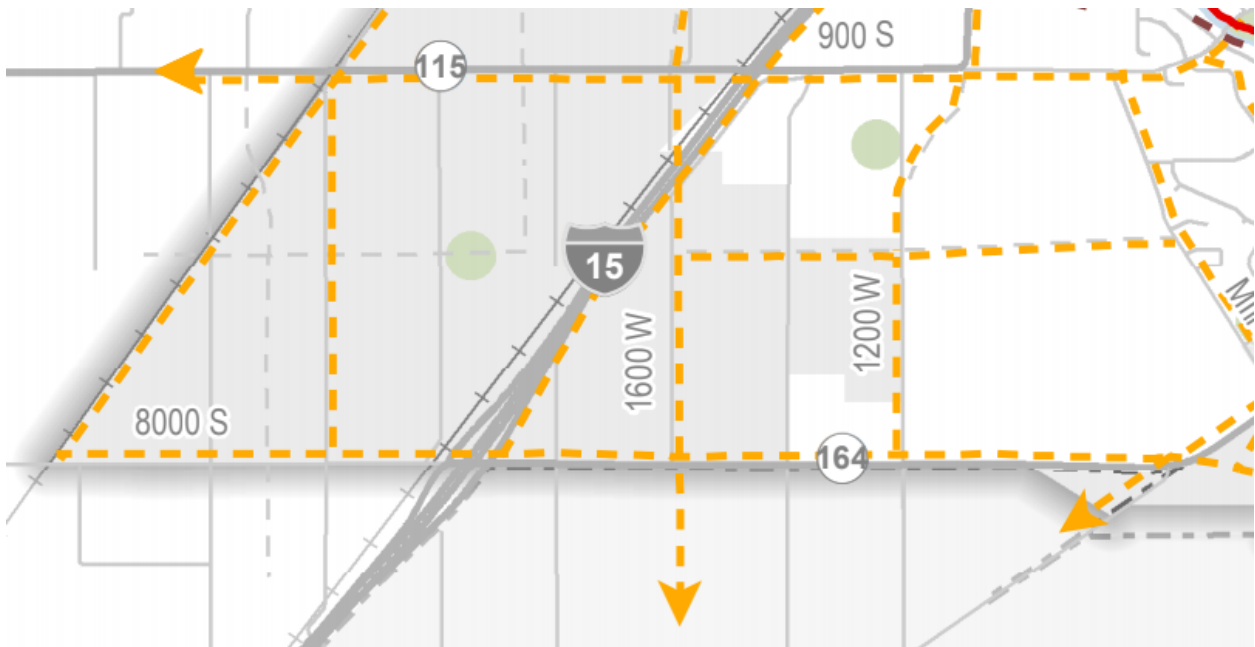
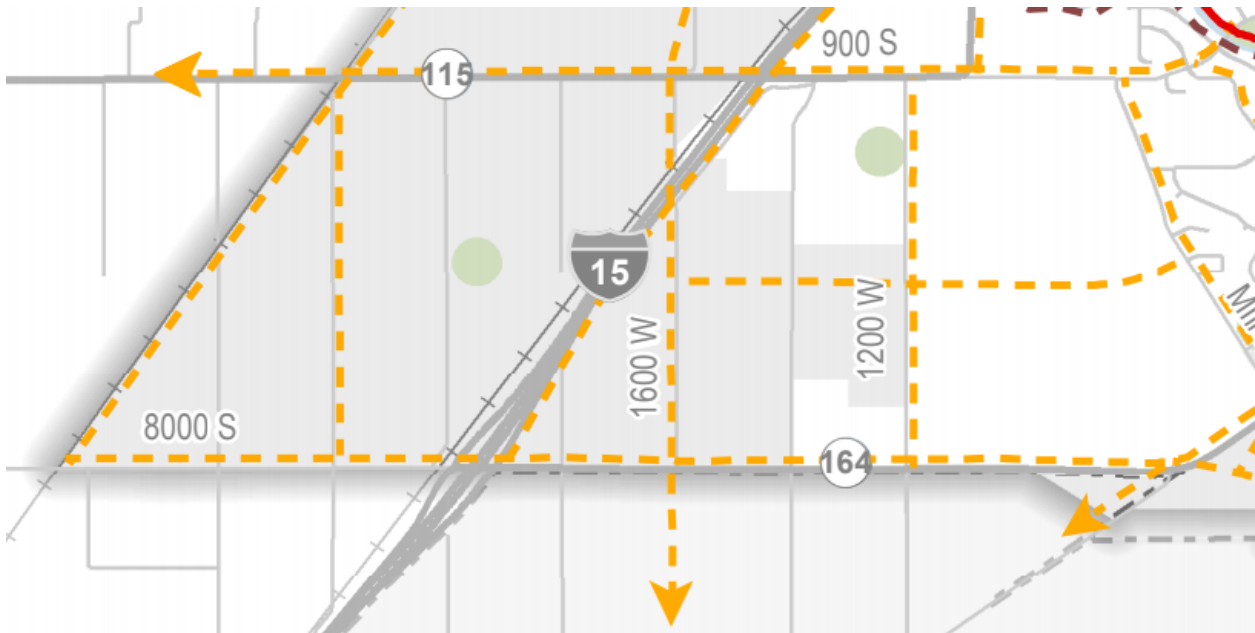
- Symbology colors changed to better classify trail types and to match the classification and representation style of the new Parks and Rec Master Plan
- Trail added on the west side of River Bottoms Rd and Bradford Ln, north side of South Ln, and on Main St up to Volunteer Dr. Section of trail removed at approximately 100 E.
- Trails on 900 S, 1200 W, and 1600 W moved to south, west, and east sides of the road, respectively (creates inner loop of trails in that area)
- The trail between 800 N and 1000 N is now aligned with 1000 N
- The trail on 1400 E moved to the west side of the road from Canyon Rd to 1520 S
- All other trails match the location and length of those in the previously approved Trails Plan
- Intersection alignment, traffic signals, roundabouts, classifications, and roadway paths near 1600 N, 1900 N, and Elk Ridge Pkwy changed to function better with projected demand, railroad crossing availability, and development plans.
- 4000 S (on border with Springville) changed from Major Collector (3 lane, 108 ft ROW) to Minor Arterial (5 lane, 127 ft ROW) per UDOT plans/buildout. Additionally, future road alignments changed south of 4000 S.
- Fixed an issue on the TMP map that caused existing traffic signals and roundabouts to not appear
- Updated the basemap featured on all TMP maps to include the airport operation area (see Figure 1)
- The Airport Operation Area is discussed in section 4.71.03.040 of Policy 4.71 Transportation Element of the General Plan

Attached: Summary images displaying changes

Trail Changes to 420 E/Main St (Old vs New)



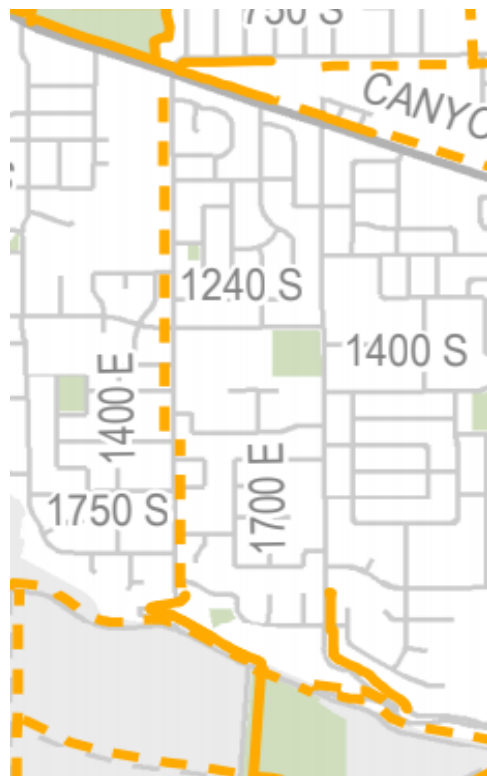
Trail Changes to 900 S, 1200 W, 1600 W (Old vs New)



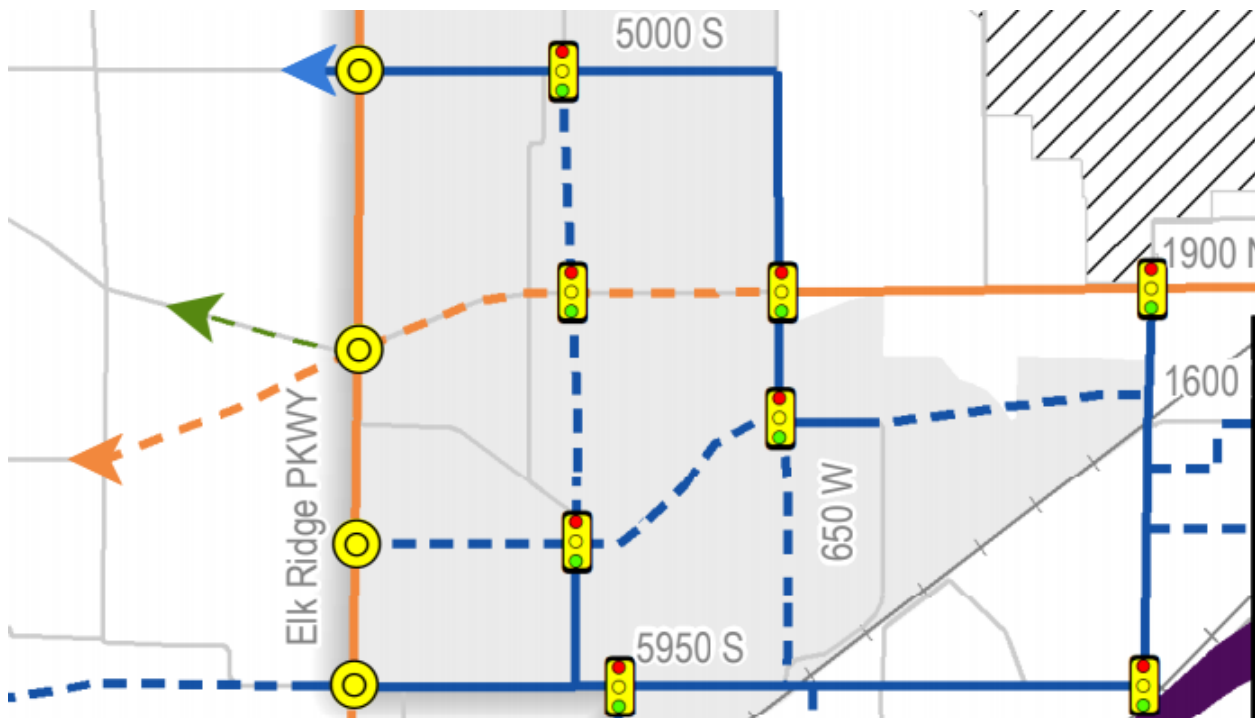
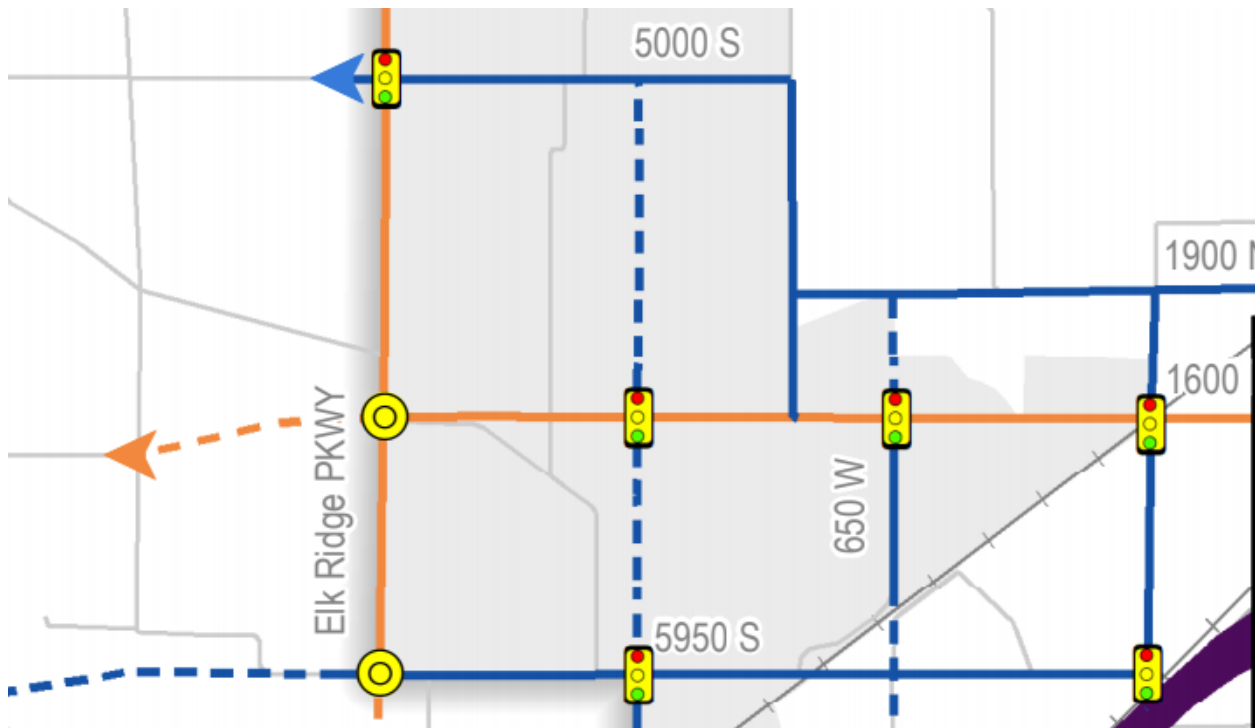
900 N 300 W to Main St Trail Adjustments (Old vs New)



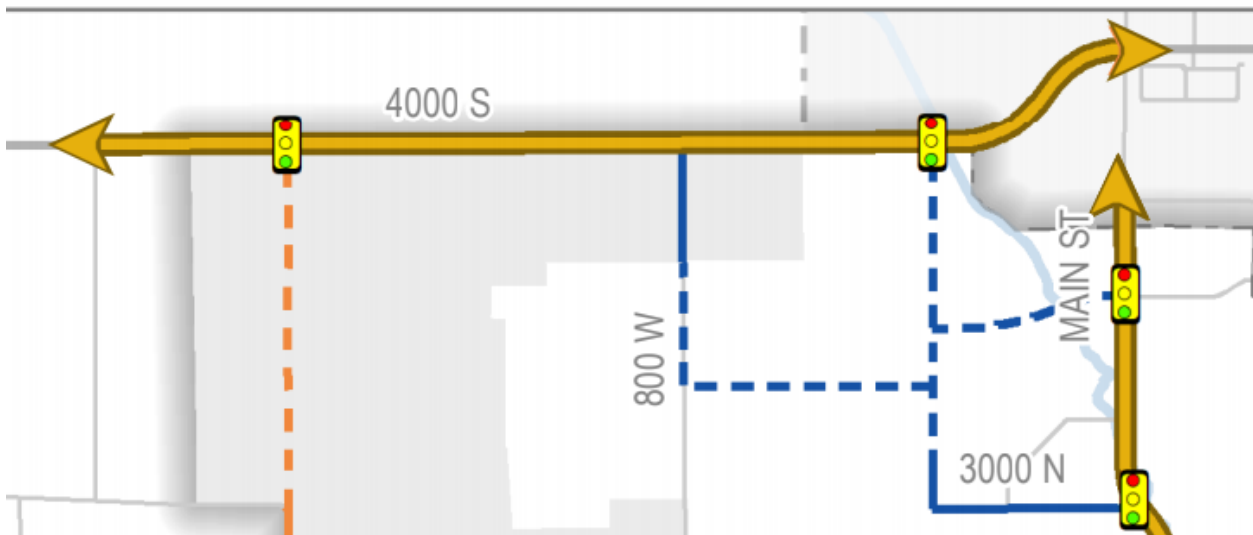
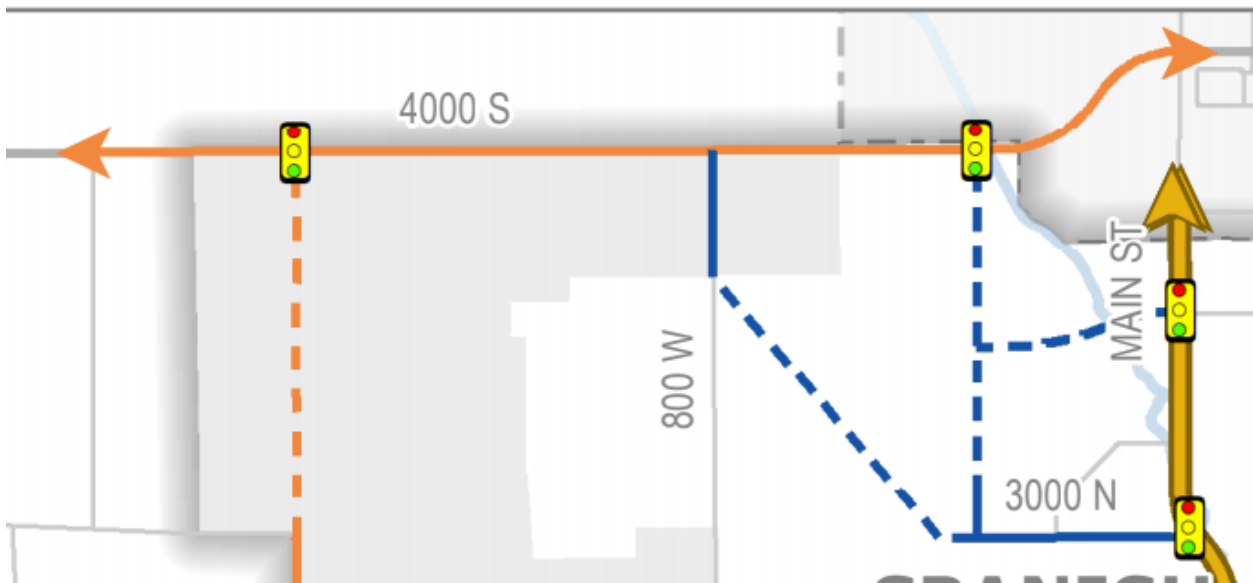
1400 E Trail Adjustments (Old vs New)



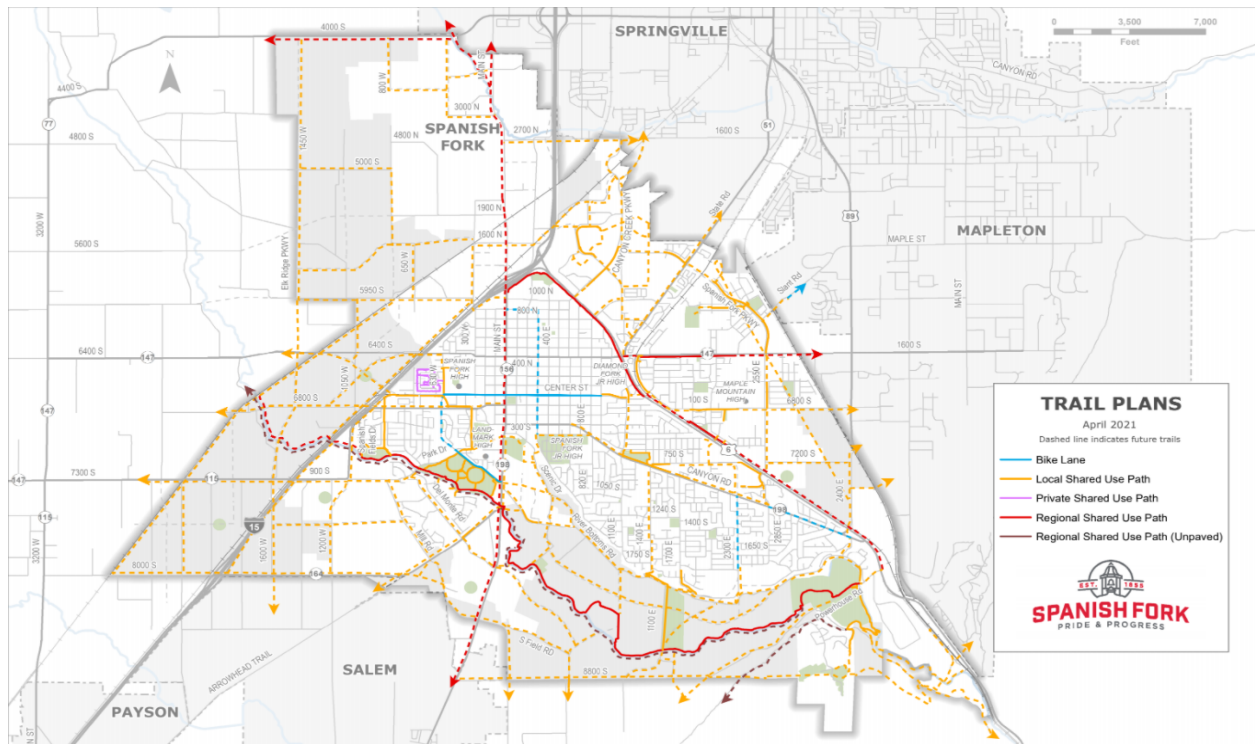
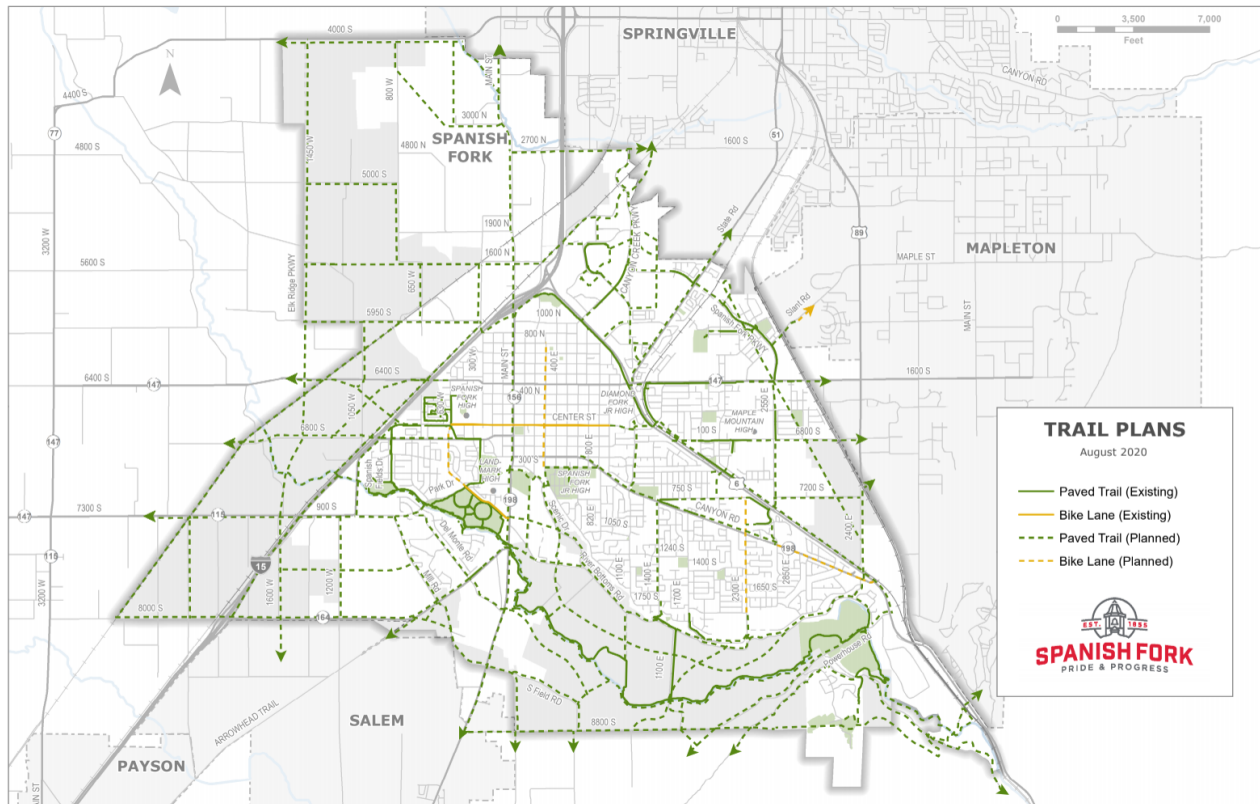
TMP Edits - 1600 N to 1900 N (Old vs New)



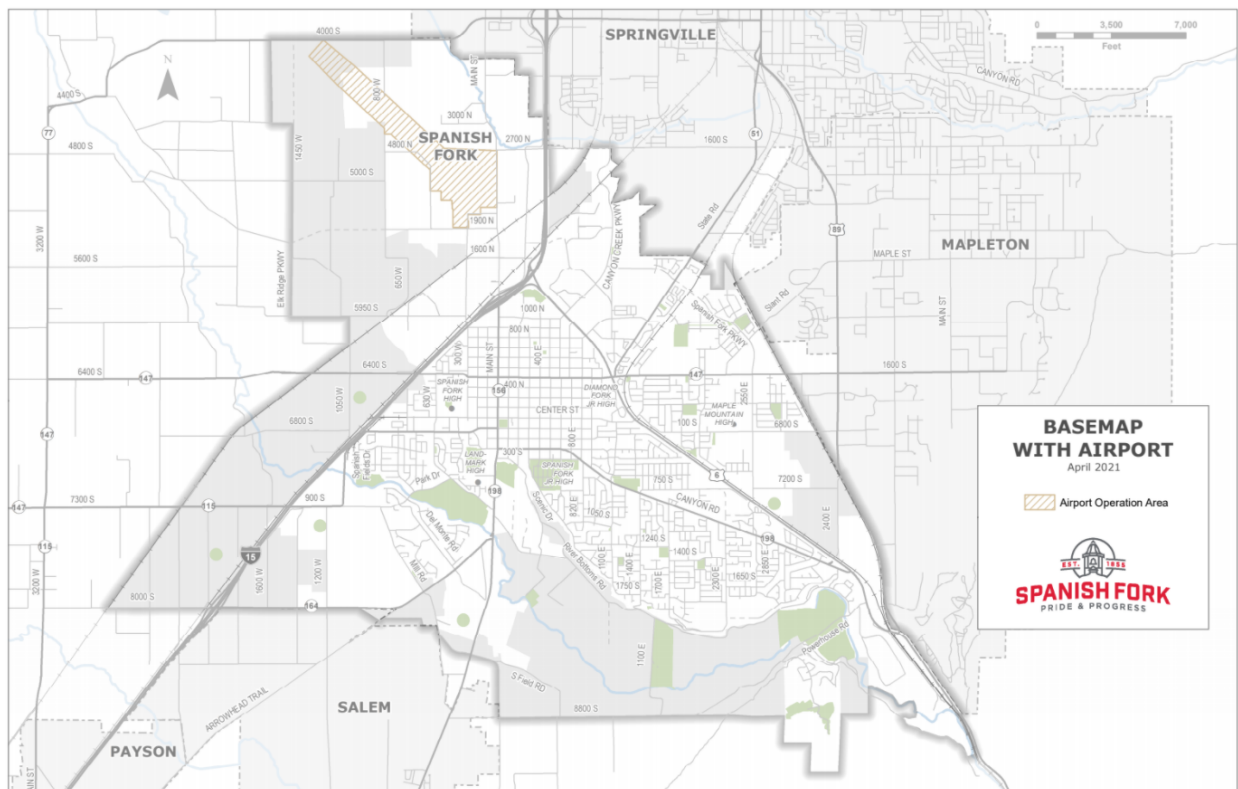
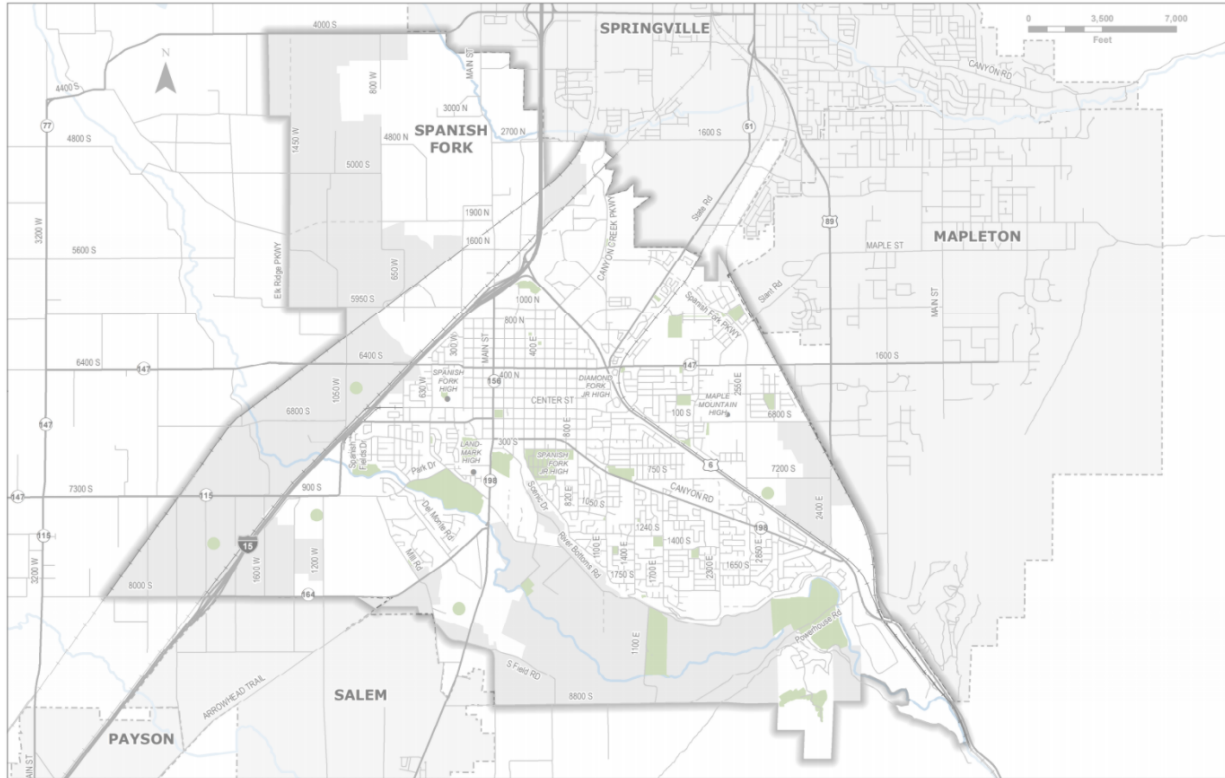
TMP Edits - 4000 S (Springville) (Old vs New)



Trail Plans (Old vs New)



Basemap - Includes Airport Operation Zone (Old vs New)



4.71.03.040 Roadway Classification and Jurisdiction

As development continues throughout Spanish Fork City, the TTE should be consulted to identify available space and needed improvements that may affect the work or funds of individual developers.

The protected zone in the northwest area of the City policy boundary ensures the correct space is preserved for future airport property and operations. Within this area, roads, buildings and other infrastructure may be limited by location and/or height. Additional information regarding the airport operation area can be found in the [Airport Master Plan](#) on the City website. Also, identifying improvements ensures that the correct amount of right-of-way is preserved. Awareness of improvements assists in identifying projects that a developer may be required to contribute as part of his or her required on- and/or off-site improvements.

Several projects are not anticipated to be part of any new developments or will not be able to wait for development to occur before the improvements are needed. These projects may not be able to benefit from private funding sources and the City will have to provide other funding alternatives for these projects.

After evaluating the existing roadway network and available space, and projecting future travel demands on each of those roadways, a recommended roadway functional classification was developed (Figure 13).